THE RESERVE THE PROPERTY OF THE PARTY OF THE

ured from the deep vertical shaft of the Calu-net and Hecla on the same lode, and the fact

the country is being staked off in every direction. Colorato the deep vertical shaft of the Calunet and Heela on the same lode, and the fact hat shafts 3 and 4 of the North Tamarack rere also disappointing, the conclusion that he Lake mines, like all other mines of copper, row leaner with depth, is irresistible.

Of the newer mines of the district the foliawk has just started production, and rhills no returns have been given out the esuits secured are believed to be satisfacory. The Phoenix is not yet a producer, at will become one next spring. Explorations have begun on the Ahmeek tract for he Kearsarge lode. The Contennial is still eveloping on the Kearsarge lode and has ome excellent stopes in its north drifts. The Rhode Island remains merely a prosect, without any especially encouraging levelopments. The Arcadian has been tripped of its best machinery, which has seen taken to the Trimountain. The Lale loyale is working one stamp only. The lalite has greatly increased its production alone the camp was equal to its new mill and is proving as rich as vas hoped. The Winona is now furnishing ock to one head at the Atlantic mills, and s securing therefrom better than 1 per cent. agot copper. The Wyandot and Elm River emain mere explorations. The Mass is rorking one stamp and is preparing to energy the complete of the server of the country is being staked of in every different based on the fact based on the known capacity of ore treatment plants been stated to the stated to be satisfactory. The late grow of \$8.815 tons of ore. The grow that the grow that the grow that of \$8.815 tons of ore. The grow that the grow that of \$8.815 tons of ore. The test generally of mines to trible agond that all the grow of \$8.815 tons of ore. The grow that the grow that the grow that the grow that of \$8.815 tons of ore. The grow that the grow that the grow that of \$8.815 tons of one. The grow that of \$8.815 tons of one. The grow that the grow that of \$8.815 tons of one. The grow that the grow that the grow that the grow that the gro arge its underground openings in order to urnish a better selection and more adequate upply of rock. The Adventure has its new hill in commission, and while the results re hardly up to anticipations of share-olders. They are by no means discouraging. June.

July.

August ng some rich ground on its branch vein, his affording the finest shewing of heavy opper to be found in any Lake Superior nine at the present time. Victoria is still eveloping and has begun the harnessing if the big water power that is to operate the

arge profits for the year, more millions have een netted by Lake Superior investors than

neen netted by Lake Superior investors than n any previous year, mainly through the levelopment of the Calumet and Arizona nine in Cochise county. Arizona. This is low a producer and is proving as rich a property as was asserted. Millions of dollars if Lake district cash have been invested in Western mines during the year and much if this is hopelessly lost, but there are several good properties that promise to give large profits in the future.

Much attention has been paid to milling and smelting costs and reduction of slag and tallings losses within the last few years. There are a number of new mills in this district that are without equals for size and sconomy. The percentage of copper lost in the tailings has been reduced, year by year, and is now about one-half the figure of six or eight years ago in the case of the mines with the best mills. The Calumet and Hecla has been conducting extensive experiments has its tailings, and as a result will not only rework a large amount of the older tailings, but has also greatly reduced the losses from the mill. A concentrating plant is being built at the Central mine to work the tailings from the old mill there, and a similar thant on the sands of the old Franklin mill at Hancock has been in operation for three seasons. The old Osceola tailings at Hancock has been in operation for three seasons. Hancock has been in operation for three seasons. The old Osceola tailings at Han-cock have been leased with a view to similar

work.

At the smelters larger furnaces are used and a number of labor-saving devices have been adopted in the last few years. Cost of handling has been reduced, a smaller percentage of fuel is required and the labor cost is much smaller, owing to the substitution of machinery for manual labor in many places.

cost is much smaller, owing to the substitution of machinery for manual labor in many places.

MONTANA.

BUTTE, Dec. 23 —All the mines of the Butte district that were in operation in 1901 and 1902 have been yielding ore during the past year, and the tonnage exceeds that of the two previous years, but from a monetary standpoint the returns will fall far below. This is owing to the difference in the price of ciliver, and it means a loss of over \$1,000,000 this year to the operators in this district. Another serious loss comes from the depression in copper. There are about 1,000,000 this year to the operators in this district. Another serious loss comes from the depression in copper. There are about 1,000,000 this year to the opper remained at 15 or 16 cents, at a profit of \$3,500,000. The Amaigamated being the largest producer is consequently the heaviest loser, but the company does not seem to be at all discouraged, as all of its mines are working full blast. Its mines ore full of high-grade ore. During the year it has mined and sent to its smelters about \$2.00 tons of ore each day. To this can be added the output of Senator Clark's properties, amounting to \$300 tons a day; that of the Montana. Ore Purchasing Company's mines, which averages \$300 tons a day; that of the Smiller companies and individual mines, which agregate 1,000 tons a day, making a total output for the past year of about 12,000 tons a day from the mines of the Butte district.

The mines in the southern part of the city are receiving attention for the first time in several years. Among the properties in operation there are the Ophir. Emma and Travona. These three mines, are right in the city. The Ophir is being operated by the Ophir Copper Company, and it is supmosed it will some day become a copper projucer, although nothing but deep development can determine this. There are three velms and at the present depth they are carrying good values in silver and gold. The notice of the most expensive mining enterprises hat have ever been undertaken in MONTANA.

no s) an ounce, however, and the rock did bt have to be very rich to yield a good profit.

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For a VERY GOOD ONE FOR THE COPPER PRODUCES.

In definite to the agery mines in operating the company of the Copper are large giance where the copper and the Butter and Lake Superior Districts—Crippile Copper and Co

COLORADO.

658.815 \$24,496,642

year. The total disbursement approximates \$3,000,000. The grand total to date, \$26,789. The camp's future was never brighter. Results of deep mining in the Gold Coin, Blue Bird, John A. Logan, and numerous other mines show vast ore bodies in reserve, a second Cripple Creek in fact under the present one. In these mines, wherever great depth has been reached the ore has changed in character principally to grey copper charged with sylvanite and sulphides, which indicate vastness of deposit as well as richness of values.

Numerous strikes were made duging the year, the richest perhaps being in the Wild Horse of the United Mines Company. This mine is the principal shipper in the company into which seven important companies were merged in the spring and is responsible for a monthly dividend of \$39,797. Big ore bodies are reported in the Empire State mine: also important new chutes and dykes in Stratton's Independence, Portland, and others.

Steps to drain the leading mines of the camp by a general tunnel at 2,500 to 3,000 feet have been taken. The tunnel proposition is meeting with substantial aid. It will greatly encourage deep mining.

The Blue Bird mine on Bull Hill is in a two-foot vein of heavily stained fluorine quartz at the 1,000-foot level. Free gold appears in various specimens of ore that have been picked up. Assays show values on select samples as high as \$10,000 gold a ton. Gray copper was recently found in this mine at even greater depth.

The large Stratton estate will be divided into convenient blocks and leased beginning Jan. I. Rich developments are expected, as in many cases lesses will be practical miners who have opened up the values in the mines and who know just where trey are located.

are located.

LAKE REGION IRON MINES.

DULUTH, Minn., Dec. 25.—The United States Steel Corporation is exhibiting a remarkable aggressiveness just now in the ore and mining fields. It is evidently gathering in all the mines and ore lands in the Lake region that it can. While steel mills can be built by any man who has the price, ore mines cannot, and a hold of the sources of ore supply available for the Eastern part of the United States will make its hold on the trade stronger than any other possible investment. For this reuson it secured the Sharon and Union Steel companies, and since then has bought the Champion mine, near Republic, which was owned in Boston and was almost the only property left in the Lake country without steel mill or transporation connections. For this mine and surrounding lands the Steel Corporation is said to have paid \$2,000,000, but this is supposed to be above the actual figure.

but this is supposed to be above the actual figure.

The corporation has also made a deal with J. Hill for all his ore lands on the Mesabu range that are not in the hands of other concerns. Mr. Hill's resonal companies which own the fees to these lands, are to have a royalty on all ore mined and shipped, making a very large source of income to the Great Northern and the Hill family. It is impossible to tell how much ore this deal covers, but in any event it practically puts the control of the Mesaba range in the hands of the Steel Corporation, and as the Mesaba is the only range on Lake Superior where any volume of new ore is being found, it carries with it the control of the Lake region. There are few outside mining concerns that sell ore on the market, of which the Cleveland Cliffs Company is chief. It is hardly probable that this concern will sell out now,

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history of the two districts.

IN THE BLACK HILLS.

DEADWOOD, S. D., Dec. 23.—The Hidden Fortune Gold Mining Company expects to be running its new plant near Deadwood before the close of February. The building has been completed and the machinery is being set up. A spur of the Elkhorn Railroad is being built to the plant.

The railroads have granted new freight rate concessions to the Dakota Gold Mining and Milling Company, and the cyanide plant in Deadwood is running again after a short idleness, pending negotiations with the roads.

BIG HOSPITAL SUNDAY FUND. Collections This Year Likely to Be Larger

Contributions were taken up in all of the churches yesterday for the Hospital Saturday and Sunday Association. The total amount collected will not be known for several days, but George Macculloch Miller expressed the opinion yesterday that the amount would exceed that taken up last year. This was over \$19,000. "In one church I am sure the contribu

tion will be larger this year," said Mr. Miller. "That one is St. Thomas's, the rector of which has taken a great interest in the collection. All the indications are that the churches will contribute more generously this year. The weather is fine to-day and consequently the church attendance was large. Then, there seems to be a greater public interest in the movement to support the hospitals properly.

"It seems to be recognized that the people of this city have to support the hospitals if they want them to remain. Of the forty hospitals represented in this association, only one, the New York Hospital, has a sufficiently large endowment to permit it to keep expenses within its income. With the rest the expenses exceed the income the rest the expenses exceed the income and they are obliged to use a part of the principal. It is to prevent this that this association seeks to raise sufficient contributions to avoid driving the hospitals into headers of the contributions.

CHENEY BROTHERS' ROMANCE. One Went to California to Help His Brother

Wed and Married the Bride's Sister. HABTFORD, Conn., Dec. 28. - Hartford has been much interested in the romantic marriage at San Francisco last week of Charles Cheney of South Manchester and Miss Mary Bell of Los Angeles. Mr. Cheney, who is a son of Col. Frank W. Cheney of who is a son of Col. Frank W. Cheney of Cheney Bros., the wealthy silk manufacturers, was a widower, his former wife having been the daughter of the late Hon. Leverett Brainard, at one time Mayor of this city. She was a niece of ex-Gov. Morgan G. Bulkeley.

Seth Leslie Cheney went to California several weeks ago to marry Miss Katherine Bell, sister of Charles Cheney's bride, and Charles went out with him as the representative of the family at the wedding. Seth and Miss Bell met several years ago, when the young man was in school at California, and they had corresponded ever

forma, and they had corresponded eversince.

At the wedding Charles met the bride's
sister and fell a victim to her charms. They
were married on last Tuesday. The announcement was a great surprise to his
relatives and to the friends of the young
man in this city, but both brides have been
described as charming, with a strain of
Spanish blood in their veins. They are prepared here to give them a welcome.

The Messrs Cheney and their brides are
expected home soon. expected home soon

FLYNN TO BE NIGHT WARDEN. Van de Carr Will Not Be Disturbed in His

William Flynn, whose reinstatement as warden of the Tombs prison was ordered will become night warden of the prison on New Year's night He will take the on New Year's night place of John Curran, who has been night place of John Curran, who has been night warden for the past six years and who resigned a week ago. Warden Van de Carr, who took Flynn's place when the latter was ousted by Commissioner of Correction Thomas W. Hynes, will retain his place. It was stated yesterday that Mr Flynn and Commissioner Hynes had reached an understanding

Mr. Flynn's failure to insist on an immediate reinstatement as head warden. Mr. Flynn's failure to insist on an immediate reinstatement as head warden has puzzled many of his friends. The puzzle was partly solved when Night Warden Curran resigned last week. Mr. Curran is a Tammany man and, it is said, had not expected to hold on so long as he did.

Mr. Flynn will receive \$1.450 back pay.

Coopers Want Small Beer Kegs Kept. The Coopers' International Union is opposed to the bill now before the United States Senate, abolishing one-sixth and one-cighth sizes of beer kegs. The coopers say that if the bill becomes a law it will throw thousands of coopers out of work by diminishing the number of k. gs required.

Court Calendars This Day. Appellate Division—Supreme Court—Recess.
Supreme Court—Special Term—Part I.—Motion calendar called at 10:30 A. M. Part II.—Ex-parte matters. Parts III., IV. V. and VI.—Adjourned for the term. Trial Term—Parts II., III. IV. V. V. V. VI. VII. VIII. IX., X., XI., XII. and XIII.—Adjourned for the term.
Surrogate's Court—Chambers—For probate of wills of James Hartford, Frank S. Baker, William Dinwoodle, William Dubert, Elizabeth M. Pisher, Julia A. Anderson, Louise Meyer, Herman J. Berkheimer, Daniel Carroll, Sarah J. Nadal, Annie C. Grabb, Helen I., Field, George Chase, Celestine Michel at 10:30 A. M. Carl H. Buchner, at 2 P. M. Trial Term—No day calendar.
City Court—Special Term—Court opens at 10 A. M. Motions, General Term—Nos. 118, 119, 126, 121, 166, 122. Trial Term—Parts I. II., 111. and V.—Adjourned for the term. Part IV.—Edear. No. 422—Fried-Strauss. No. 424—Kirschne.—Hornberger, CITY REAL ESTATE.

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Sleeping Car Pittsburg to Chicago. No coacaes
to Pittsburg. to Pittsburg.

8.35 A. M. PAST LINE.—Pittsburg and Clevetand.

9.35 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Detroit, Cincinnail, Indianapolis, Louisticia States. and Observation Cars. For Chicago, Cieveland, Toledo, Detroit, Cincinnati, Indianapolis, Louisville, 8t. Louis.

1.55 P. M. THE PENNSYLVÁNIA SPECIAL.—20-hour train to Chicago. Pullman Compartment Observation. Drawing-room Sleeping. Dialog and Buffet Smoking Car.

1.54 P. M.—CHICAGO AND ST. LOUIS EXPRESS.—For Toledo, Nashville (via Cincinnati and Louisville). Indianapolis, Chicago, 8t. Louis, Dining Car.

5.55 P. M. ST. LOUIS EXPRESS.—For Piutsburg, Cincinnati, Indianapolis, Louisville, St. Louis, Dining Car. For Weich, W. Va. (via Shenandoan Valley Route.)

5.53 P. M. WESTERN EXPRESS.—For Chicago, For Toledo, except Saturday. Dining Car.

7.55 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. For Knoxville, daily, via Shenandoan Valley Route. Connects for Cleveland except Saturday.

8.55 P. M. CLEVELAND AND CINCINNATI EX.

Saturday.
Saturd WASHINGTON AND THE SOUTH.

755, 8.25, 8.55 (Dialag Car), 10.10 (Despresses and Cortiandt Streets, 19.20) (Dialag Car), 10.55 (Dialag Car), 10.55 (Dialag Car), 2.10 (Despresses and Cortiand Streets, 2.20), (3.25 "Congressional Limited," all Parlor and Olning Cars), 3.25 (Dialag Car), 4.25 (Dialag Car), 4.25 (Dialag Car), 4.25 (Dialag Car), 10.55 (Dialag Car), 4.25 (Dialag (Dining Cari. 9.25 p. m., 12.10 night.

SOUTHERN RAILWAY.—Express, 3.25, 4.25 p. m.,

12.10 night daily.

ATLANTIC COAST LINE.—Express, 8.55 a. m. and

9.25 p. m. daily.

SEABOARD AIR LINE RAILWAY.—Express, 12.55
p. m. daily.

NORFOLK AND WENTERN RAILWAY.—For

Memphis and New Orleans, 3.25 p. m. daily.

ORFOLK AND WENTERN RAILWAY.—7.55 a. m.,

week-days, 12.55 a. daily.

FOR OLD POINT COMFORT and NORFOLK.—

7.55 a. m. week-days and 8.55 p. m. daily.

ATLANTIC CITY.—9.55 a. m. and 2.55 p. m. week
days. Sundays, 7.55 a. m. Through Vestibuled

Trains. Buffet Parior Cars and Standard Coaches

on week-days. Parlor Smoking Car. Parlor Cars.

Dining Car. and Standard Coaches on Sundays.

CAPE MAY.—12.55 p. m. week-days.

For points on New York and Long Branch Railroad

(from West Twenty third Street Station). 8.55
a. m., 12.10, 3.29, 4.55 a.1 il. 25 p. m. week-days.

Sundays, 9.25 a. m., 4.55 p. m. (from Desbroaus

and Cortlandt Streets), 9.00 a. m., 12.20, 3.40, 5.10

and 11.50 p. m. week-days. Sundays, 9.45 a. m.,

5.16 (Desbroaus and Cortlandt Street, 5.00, 2.20)

5.15 p. m. FOR PHILADELPHIA.

5.16 (Desbrosses and Cortland: Streets, 6.20), 7.25
7.55, 8.25, 8.55, 9.25 (9.55 Penna, Limited), 10.10
(Desbrosses and Cortland: Streets, 10.20) (Dining Car), 10.55 (Dining Car), 11.55 a. m., 12.55 (Dining Car), 10.55 (Dining Car), 11.55 a. m., 12.55 (Dining Car), 13.5 (Dining Car), 2.55 (Dining Car), 3.55 (Dining Car), 3. FOR PHILADELPHIA. General Manager.

Gen't Passenger Agent
12 22 1802

LEHICH VALLEY. Foot of West 28d A. Cortlandt and Pestrosees Sts. D. Pally † Except Sunday. Sunday changes: c 12.5. d12 45. e1.00, n5.25. e6.45. x3.45.

Buffalo Local
Buffalo and Chicago Express
"9.25 An "0.11
Buffalo and Chicago Express
"9.25 An "0.11
Black BiaBobb Express
"11.55 An 112
Mauch Chonk and Hazieton Local "612.40 pm "612.50
Wyoming Valley Appress
"13.10 pm
The Buffalo Train
"15.50 pm

NEWYORK

VIA NIAGARA FALLS.

& HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE.

Trains arrive and depart from Grand Central Station, 42d street, New York, as below:
North and Westopund trains, except those leav. Mr. And Station at Say 11:39 A. M., 2:65 Say, 9:15, 11:39 P. M., will stop at 125th st. to receive passengers, ten minutes after leaving Grand Central Station.

All Southbound trains, except the "20th Central Station.
All Southbound trains, except the "20th Central Station.

All Southbound trains, except the "20th Central Station.

All Southbound trains, except the "20th Central Station.

All Southbound trains, except the "20th Central Station arriving time at Grand Central Station.

12.10 A. M.—[MIDNIGHT EXPRESS.—Dus Buffalo 1:15, Cleveland 4:35, Indianapolis 11:45 P. M., Cancago 7:10, St. Louis 7:30 next morning.

7.54 A. M.—"SYRACUSE LOCAL.—Stops at all important stations. 7:30 next morning.

A. M.—SYRACUSE LOCAL.—Stops at all important stations.

A. M.—'SYRACUSE LOCAL.—Stops at all important stations.

A. M.—'EMPIRE STATE EXPRESS.—
Most famous train in the world. Due Burfalo 7:10. Nicarar Falls 5:45 P. M.

A. M.—FAST MAIL.—24 hours to Chicage. Due Burfalo 7:10. Nicarar Falls 6:97.

A. M.—TDAY EXPRESS.—Makes local stops. Due Burfalo 1:13 A. M.

A. M.—THUTLAND EXPRESS.—Due Rutisal 1:35 P. M.

P. M.—'S UPPALO LIMITED.—Due Buffalo 1:30 P. M. Nicarar Falls 1:35 P. M.

P. M.—'S UPPALO LIMITED.—Due Buffalo 1:30 P. M. Nicarar Falls 1:25 P. M.

Due Cincinnati 10:30, Indianapolis 11:30

A. M. St. Louis 6:45 P. M. next day.

P. M.—"CHICAGO LIMITED.—'44 hours to Chicago via Lake Shore, 26:45 via M. C.

P. M.—"Tas 20th CENTURY LIMITED.—
Due Albany 6:40, Troy 7:00 P. M.

Due Albany 6:40, Troy 7:00 P. M.

P. M.—"ALBANY AND TROY EXPRESS.—

Ducal stops.

- 10 12 20 17 GRAND RAPIDS 4:44 10.30 11.30

4.00 P. M.—O. 2. P. AO. 1. GRAND RAPIDS and O. CHICAGO SPECIAL.

5.30 P. M.—'LAKE SHORE LIMITED.—34-hour train to Chicago. All Pullman Cara. Due Cleveland 7.22 A. M., Cincinnati 1.20. Indianapolis 3:10, Chicago 4:20, St. Louis 9:46 P. M. sext day.

6.00 P. M.—'WESTERN EXPRESS.—28 hours to Chicago 4th both L. S. and M. C.

6.35 P. M.—'MONTREAL EXPRESS., via D. & H. or Rutland.

7.30 P. M.—'MONTREAL EXPRESS, via D. & H. or Rutland.

8.00 P. M.—'BUFFALO AND TORONTO SPECIAL—Due Buffalo 7:25 A. M., Miagara Falis, 8:43. Toronto 10:50 A. M.

9.15 Siceping car only for Rochester.

9.20 P. M.—'SOUTHWESTERN SPECIAL—
9. M.—'SOUTHWESTERN SPECIAL—
9. M.—'SOUTHWESTERN SPECIAL—
9. M.—'PACIFIC EXPRESS.—Chicago 3th hours by M. C., 33 hours by Lake Shore.

11.30 P. M.—'NORTHEIN NEW YORK EXDaily 'Except Sunday, 'Except Monday.

HARLEM DIVISION.

9:08 A. M. and 3.33 P. M. Daily, except Sunday to Piusheld and North Adams; Sunday at 9:20 A. M. P. M. - DETROIT, GRAND RAPIDS and

HARLEM DIVISION.

9:08 A. M. and 3:33 P. M. Daily, except Sunday to Pittsfield and North Adams; Sunday at 9:20 A. M. Pullman cars on all through trains.

Trains filtuminated with Pinasch light.

Ticket offices at 113, 281, 415 and 1216 Broadway.

5 Union Sq. W.; 275 Columbus av., 133 West 125th st. Grand Central Station, 125th st. station and 13sth st. station, New York: 338 and 726 Fulton st., and 103 Broadway. E. D., Brooklyn.

Felephone, "909 3sth stroet" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Exprass Company.

NEW YORK CENTRAL

NEW YORK CENTRAL ROUTE BETWEEN NEW YORK, BOSTON AND
NEW ENGLAND
Via Springheid and the
BOSTON AND ALBANY RAILROAD.

(New York Central & Huison River R. R. Lesses.) Trains leave Grand Central Station, Fourth ave-nue and 42d street, New York, as follows: 19:00 A. M., 112:00 noon, 4:00 P. M., 11:00 P. M., rive at Boston 3:30 P. M., 5:40 P. M., 10:00 P. M., 6:15 A. M.
Leave Boston 19:00 A. M., 112:00 noon. 4:70 P. M.,
11:00 P. M., arrive New York 3:30 P. M., 5:46 P. M.,
19:00 P. M., 6:14 A. M.
C.ckets at New York Central ticket offices, 4:5
and 12:16 Broadway, and at Grand Central Station.
A. H. SMITH.
GEORGE H. DANIELS.
General Superintendent.
General Passenger Agent.

WEST SHORE RAILROAD.

New York Central & Hudson River R. R., Lessee, Trains leave Franklin St. Station, New York, as follows, and 15 min, later foot West 42d st., N. R.:—

7.10 A. M.—For interm, points to Albany,

111:20 A. M.—(1) Saratora & Mohawk Egp

1:00 P. M.—Chicago Express.

2:25 P. M.—(20 I. Lim. for Detroit, Chi. & St. Louia

12:45 P. M.—(3) For Hudson River Points & Albany,

6:00 P. M.—For Roch., Buffalo, Cleve'd & Chicago.

7:45 P. M.—For Roch., Buffalo, Cleve'd & Chicago.

17:45 P. M.—For Syra, Roch., Niag., Falls, Det. & Chi.

Dally, 1Daily, except Sunday, Leaves Brooklyn Annes: (1) at 19:45 A. M.; (2) at 12:45 P. M.

Leaves dersey City, Penn. R.R. Sia.; (1) at 12:45 P. M.

(2) at 13:35 P. M. Time tables at principal hotels and offices. Baggage checked from hotel or residence by Westcott Express.

A. H. SMITH.

Gen'l Superintendent.

Gen'l Pass'r A gent

A. H. SMITH.
Gen'l Superintendent.
Gen'l Pass'r A gen New York and Boston All Rall.

N. Y. N. H. & H. R.R. and connections
From Grand Central Station.

By way of
\$850 A.M. Hartford and Willimantic, 200 P.M.
\$800 A.M. Springfield and Worcester, 3:30 P.M.
\$1002 A.M. 'New London and Providence, 3:30 P.M.
\$1002 A.M. 'New London and Providence, 4:30 P.M.
\$1200 M. Soringfield and Worcester, 5:30 P.M.
\$120 P.M. 'New London and Providence, 6:00 P.M.
\$120 P.M. 'New London and Providence, 6:00 P.M.
\$200 P.M. 'New London and Providence, 6:00 P.M.
\$300 P.M. 'New London and Providence, 9:00 P.M.
\$500 P.M. 'Springfield and Worcester, 10:00 P.M.
\$500 P.M. 'New London and Providence, 9:00 P.M.
\$11:00 P.M. 'Springfield and Worcester, 10:10 P.M.
\$11:00 P.M. 'Springfield and Worcester, 10:10 P.M.
\$11:00 P.M. 'Springfield and Worcester, 10:10 P.M.
\$11:00 P.M. 'Springfield and Providence, 6:17 A.M.
\$12:00 P.M. 'New London and Providence, 6:17 A.M.
\$12:00 P.M. 'New London and Providence, 6:37 A.M.
*Daily, including Sunday, \$10:00 at 125th at.
*Through parior and sleeping ears by each train.
*Return service same hours and by same routes.
*C. T. HEMPSTEAD, Gen. Pass. Agent.

READING SYSTEM. NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry (time from South Ferry five minutes earlier). EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK 2490 (7:15 Easton only), 6:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. M. Sundays, 24:25 A. M., 1:20, 5:30 P. M. WILKESBARRE AND SCRANTON 24:40, 9:10 A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:P. M. LAKEWOOD AND LAKEHURST, TOMS RIVER AND BARNEGAT 24:30, 9:40 A. M., 1:30 (8:40, 4:10 Lakewood and Lakehurst only), 5:00 (8:30 Lakewood only) P. M. Sundays, 10:00 A. M. 5.09 (\$5.30 Lakewood only) P. M. Sundays, 19:00 A. M.,
ATLANTICI CITY—19:40 A. M., 15:40 P. M.
VINELAND AND BRIDGETON—12:400 A. M.,
11:30 P. M. DEBERTON—12:400 A. M.,
11:30 P. M. DEBERTON—12:400 A. M.,
11:30 P. M. DEBERTON—12:400 A. M.,
11:30 P. M. SEASHORE POINTS—2:4:50, 8:30, 11:30 A. M., 4:45,
5:30, 6:30 P. M. Sundays, except Ocean Grove,
9:00 A. M., 4 P. M.
PHILA DELPHIA (READING TERMINAL)—
2*4:25, 17:00, 18:00, 9:30, 11:30 A. M., 112:00,
11:30, 4:30, 12:00, 13:70, 14:30, 15:00, 17:30,
11:30 A. M., 1:30, 12:36, 5:00, 7:30, 19:25
P. M., 11:315 Mdt.
11:30 A. M., 1:30, 12:36, 5:00, 7:30, 19:25
P. M., 12:15 Mdt.
11:30 A. M., 1:30, 12:36, 5:00, 7:30, 19:25
P. M., 12:15 Mdt.
11:30 A. M. Reading only, 11:20, 12:20 P. M.
Reading, Pottsville and harrisburg only, 14:30,
15:00 P. M.

ROYAL BLUE LINE. POR BALTIMORE AND WASHINGTON—18:30, *10:30, *11:30 A. M., *100, *3:40, *5:40, *7:00
P. M., *12:15 Mdt.

ÆFrom Liberty Street only, *Dally *Dally
except Sunday *Sunday only *Parlor cars only.

IVia Tamaqua, *Saturdays.
Offices: Liberty St. Ferry, South Perry, 6 Astor
House, 113, 261, 434, 1200, 135; Broadway, 182 5th
Ave, 25 Union Square West, 153 East 125th St.,
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C. M. BURT,

General Pass'r Agent.

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ROYAL BLUE LINE Holiday Tour to WASHINGTON Monday, December 29 \$12 Covers at I rail and he'el expenses for three days with services of parsonal escort from New York City.

W. G. IESLER. Vice-President and General Manager.

434 and 1300 Broadway, 6 Astor House, New York City; and 313 Pulton St., Brooklys. Lackawanna Railroad. Leave New York, (60) Bire ay and Caristopaer s. 18:93 A. M.—For Binghamton and Syracuse.

10:00 A. M.—For Binghamton and Syracuse.

10:00 A. M.—For Bingho, Chicago and St. Louis.

11:41 P. M.—For Bingho and Calcago.

14:40 P. M.—For Bingho and Chicago.

16:10 P. M.—For Bingho and Chicago.

16:10 P. M.—For Bingho and Chicago.

16:10 P. M.—For Chicago—Sleepers opts 9 P. M.

Tickets at 113, 429, 1133 Broadway, M. 7: 335

Pulton at., Brooklya. Dally, 18:2000 Sundey.

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